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BIOGRAPHY.

From Harris's Life of Bainbridge.

THE LIFE AND SERVICES OF COMMODORE WILLIAM BAINBRIDGE.

An event soon happened which taught the Bashaw that he was neither so secure nor so powerful as he had fancied himself. On the twelfth of July, 1804, Commodore Preble appeared off Tripoli with a small squadron. On the third of August, at three P. M., commenced a tremendous fire between our men of war, and the Tripolitan castle, batteries, and gunboats. Shot and shells were thrown into every quarter of the city, causing the greatest consternation among the inhabitants. The firing attracted the attention of the officers to the high grated window of the prison, from which they observed with unspeakable pride three of the American gunboats bear down, in gallant style, on the enemy's eastern division, consisting of nine vessels of the same class. As our vessels advanced, a few well-directed rounds of grape and musketry were fired; as soon as the vessels came in contact, our gallant countrymen boarded sword in hand, and, after a fierce contest of a few minutes, they captured three of the Tripolitan gunboats—the other six precipitately fled. At the moment of victory, Captain Decatur was informed that his brother Lieutenant James Decatur had been treacherously shot by a Tripolitan commander, after he had boarded and captured him. The fearless Decatur immediately pursued the murderer, and succeeding in getting alongside just as he was retreating within the enemy's lines; he boarded with only eleven followers. Decatur immediately attacked the Tripolitan commander, who was armed with spear and cutlass. In the contest, which for a time appeared doubtful, Decatur broke his sword near the hilt. He seized his enemy's spear, and after a violent struggle succeeded in throwing him on the deck. The Turk now drew from his belt a dirk, and, when in the act of striking, Decatur caught his arm, drew from his pocket a pistol, and shot him through the head. During the continuance of this terrible struggle, the crews of each vessel impetuously rushed to the assistance of their respective commanders.—Such was the carnage in this furious and desperate battle, that it was with difficulty Decatur could extricate himself from the killed and wounded by which he was surrounded.

In this affair an American sailor, named Reuben James,* manifested the most heroic self-devotion.—Seeing a Tripolitan officer aiming a blow at Decatur's head, while he was struggling with his prostrate foe, and which must have proved fatal, had not the generous and fearless tar, who had been deprived of both his hands, by severe wounds, rushed between the sabre and his commander, and received the blow on his head, by which his skull was fractured.

The boat commanded by Lieut. Joseph Bainbridge received a shot that carried away her lateen yards, by which all his exertions to get alongside of the enemy were rendered altogether unavailing. Being within musket shot, however, he directed a brisk fire, which did great execution. Unable to manage his boat without sails, she grounded near the enemy's batteries; but by courage and great exertions, she was extricated from her perilous situation.

Captain Somers being unable to beat to windward, in order to co-operate with Decatur, bore down with his single boat, on the leeward division of the enemy, and attacked within pistol shot five of the Tripolitan vessels. He maintained the action with great spirit

until the other division of the enemy was defeated, when this also precipitately fled within their harbor.

The enemy's boats again rallied, and attempted to surround the American gunboats and prizes. This bold enterprise was defeated, however, by the advance of Com. Preble, in the frigate Constitution, which, by a few spirited broadsides, effectually covered the retreat of the brave little squadron, which has so signally triumphed. The frigate Constitution, bomb vessels, &c. created great alarm and confusion in the city, by throwing shot and shells. The frigate was several times within three cables' length of the batteries, and each time silenced those against which her broadsides were directed. These advantages, however, the gallant Commodore was unable to secure without more assistance, for so soon as he changed his position, the firing recommenced at the points of the fort from which the men had been driven.

Availing themselves of the land breeze, which commenced to blow between four and five in the afternoon, the squadron retired from the action.—The damage sustained by the Americans was quite inconsiderable, when compared with the apparent danger to which they were exposed. The loss of the enemy was very great. The three boats captured from the Tripolitans contained one hundred and three men, of whom forty-seven were killed, and twenty six wounded. Three of their boats were sunk, and the crews buried in the waves. A number of guns in the batteries were dismounted, the city was considerably injured, and many of their inhabitants killed.—A great proportion of the inhabitants, and all the foreign consuls, fled from the city, with the exception of the benevolent Mr. Nissen. So devoted was he to the American prisoners, that he remained at the risk of his life and property, in order that he might contribute to their comfort.

*The reader may be curious to know more of the character and services of this gallant seaman. He is a native of the state of Delaware, and, when quite a boy, devoted himself to the sea. In 1797, he was captured by a French privateer, and after his liberation determined to ship, hereafter, in men-of-war, by which he hoped to escape for the future the hardships and sufferings to which prisoners are exposed. In accordance with this determination, he shipped on board the frigate Constellation, 1799, commanded by Commodore Truxton, and was in both the actions which resulted in the capture of the French frigates *Insurgente* and *Vengeance*.

In 1804, he sailed in the frigate *United States* for the Mediterranean, and was a volunteer with Decatur when he burnt the frigate *Philadelphia* in the harbor of Tripoli. He remained under Decatur's command, in the desperate actions with the Tripolitan gunboats, on which occasion he performed the act of noble daring already recorded.

After five years' absence, he returned across the Atlantic, in a common gunboat, with the lamented Captain Lawrence. He rejoined his old favorite Captain Decatur, and remained with him during the whole of the last war. He was in the action which resulted in the capture of the frigate *Macedonian*, and in the severely fought battle between the *United States* frigate *President* and the British frigate *Endymion*. In this engagement he received three wounds. He was afterwards in the *United States* frigate *Guerriere*, when she captured the Algerine frigate *Messouda*.

Since the war, he has been almost constantly cruising in the *United States* vessels in the Mediterranean, West Indies, and Pacific Ocean. To use his own phrase, he has seen "ten fights and as many skrimedges."

In the autumn of 1836, he arrived in Washington, for the purpose of obtaining a pension. At that time, he suffered very much from a disease of his leg, arising from an old musket ball wound, which caused an extensive disease of the bone. In order to save his life, amputation

During one of the attacks, a twenty-four pound shot entered the window of a small room in the turret, where Mr. Nissen but a moment before had been examining the operations of the squadron. This shot continues lodged in the wall, and was shown to Commodore Decatur in the year 1815, by another Danish Consul. Several shells fell in Mr. Nissen's house during the bombardment, but as they did not explode, little injury was done.

At the commencement of these operations, the Bashaw surveyed the squadron from his palace windows, and affected to ridicule any attempt which might be made to injure either the batteries or the city. He promised the spectators, who were on the terraces, that rare sport would be presently enjoyed, by observing the triumph of his boats over those of the Americans. In a few minutes, however, he became convinced of his error, and precipitately retreated with an humbled and aching heart to his bomb-proof chamber.

On the fifth of August, the wounded Turkish prisoners, who had been carefully and kindly treated, were placed on board a French privateer, and sent to Tripoli. The prisoners informed the Bashaw that "though the Americans in battle were fiercer than lions, yet in the treatment of prisoners they were ever kinder than Musselmans." The Bashaw applauded the humane conduct of Commodore Preble on returning the wounded, and observed, that if any American similarly injured shall fall into his hands, he would treat them with equal kindness.

The Bashaw now offered terms of adjustment, but they could not be acceded to, in consequence of his extravagant demands. Preble determined to quicken his anxiety for peace, by renewing his broadsides. Preparations being completed for another attack, the action commenced at half past two, P. M., and in two hours the batteries were again silenced, and much injury was done to the city by round shot and shells. The loss which the Americans sustained in this action was a serious one. A small vessel was blown up by the passage of a red hot shot through her magazine. There were twenty-eight souls on board of her, of whom ten were killed, and six wounded. The injured, as well as those who escaped unhurt, were picked out of the water by the other boats. Among the killed was her gallant commander, Lieut. James Caldwell.

was recommended, to which he assented with his characteristic indifference to either danger or suffering, though he "thought it was not ship-shape to put him under jury masts, when in harbor." The day after the amputation, his symptoms were so alarming that the old sailor thought that his career was near its termination—seemed quite resigned, and begged the surgeon "to ease him off handsomely."

In order to support his strength, stimulants were recommended to him, and it was asked which he would prefer, brown stout, or brandy toddy, he replied "Suppose doctor, you give us both." Poor Reuben has no disposition to join the temperance society at present.

It is a custom in the navy to give the sailors, on certain anniversaries, an extra glass of grog beyond their regular allowance. This veteran felt it his duty to celebrate an unusual number of them. Besides the national anniversaries, he always celebrated his own birth day, that of his favorite Commodore, and those of his "*ten fights and as many skimredges*." In this way, he contrived to have many "merry makings."

This gallant old tar has been in the public service near forty years, and has always behaved with the characteristic firmness of a United States sailor. He is an incessant talker, well acquainted with the history of the navy, knows well the character of all the elder officers, calls them his friends, and will allow no one to speak disrespectfully of them.

Dr. Foltz, of the United States navy, who recently amputated his limb, informs me that he has recovered from the operation, and is now in good health.

On the twenty-seventh of August, the United States squadron again stood into the harbor, and after directing a rapid fire for two hours, silenced the batteries and did much injury to the castle. In this attack a twenty-four pound shot penetrated the castle, and entered the officers' apartment. The ball fell within a foot of Captain Bainbridge's head, and threw on him as he lay in bed, at least a ton of stone and mortar from the wall. He was severely wounded in the ankle by a large stone, and from which he slowly recovered.

During the last attack of the American squadron, the Tripolitan guards fled from their posts on the terrace behind the wall of an adjoining building. This cowardly retreat excited the gibes and merriment of the American officers. The guard finding that their unmanly attempt to screen themselves from danger was discovered by the prisoners, became ungovernably enraged, threw stones in at the windows, and threatened to fire at them. This assault was promptly returned with the fragments of stone and mortar which had been knocked by the cannon into their apartment. With the view of increasing the Bashaw's prejudice against the prisoners, it was immediately reported to him that they were making an attempt to escape. Sossey, the chief of the slave guard, promptly appeared and threatened vengeance unless the officers conducted themselves more submissively. As Captain Bainbridge could not descend to enter into explanation with this scowling Cerberus, he handed him a note to Sidi Mohammed Dgheis, and observed that he was very sure that the minister would decide properly on the subject. Captain Bainbridge was informed, in the course of a few hours, that the guard who first threw stones into the prison was severely bastinadoed, and dismissed from the guard.

All the damages which the vessels sustained in the action of the twenty-seventh being repaired, the Commodore resolved on another attack. Soon after the commencement of the action the enemy's galleys gave way; and the American gunboats, schooners, and brigs, pursued them within musket-shot of Fort English. Here our little squadron separated, a part of it continuing the attack on the Tripolitan boats and galleys, the remainder boldly engaged the fort. The two bomb-ketches threw shells into the town with great effect, but being exposed to a fire from the castle, crown, and mole batteries, were threatened with destruction. Their danger being discovered by the Commodore, he ran his frigate between them and the batteries; and though he was within musket-shot of seventy guns, which were brought to bear upon him from the batteries, yet so rapidly and effectually did he discharge his broadsides, that he again drove the enemy from their guns and did great injury to the city.

The wind now commenced to blow fresh on shore, which obliged the commodore to order all vessels to withdraw under cover of the Constitution. The American vessels received considerable injury in the engagement, but strange as it may appear, not a man was killed. Failing in the last several attacks to capture more of the Tripolitan vessels, in consequence of their unwillingness to venture beyond the protection of their forts, it was determined by Commodore Preble to send in a fire-ship with a view of burning them. For this purpose he fitted out the ketch Intrepid, with one hundred barrels of gun-powder, and one hundred and fifty shells in her hold. Trains were so arranged as not to endanger the ship. Capt. Somers, Lieutenants Wadsworth, Israel, and ten men volunteered for the expedition. Two first-rate rowing boats were selected for the purpose of retreat, after applying the matches. At eight o'clock in the evening on the fourth of September, the Intrepid stood into the harbor under convoy, for some distance, of the Argus, Vixen, and Nautilus. When she had nearly reached the point of destination, the fire-ship was boarded by two hundred Tripolitans from two

galleys. At this instant an awful explosion took place, which hurled to destruction, not only Captain Somers and his brave companions, but two hundred Turks—not a soul was spared to explain the cause of the disaster. The trains may have been ignited by the wads which were fired by the enemy, or, as some suppose, on Captain Somers perceiving no means of escape, resolved to die, and with his own heroic hands fired the vessel.

On the sixth of September, Captain Bainbridge and several of his officers were permitted to view the dead bodies of their self-devoted countrymen, who had perished by the explosion. Their features were so mutilated and disfigured that none of them could be identified. This circumstance, however, did not lessen the poignancy of the grief which such a spectacle was calculated to awaken. It was sufficient to know that they were brave Americans who made themselves a willing sacrifice to effect the release of their captive brethren. Several of our imprisoned officers were allowed the privilege and sad consolation of paying the last melancholy duty to the remains of their unfortunate countrymen.

After each of these bold and repeated attacks of the dashing Preble, the Bashaw renewed his negotiations for peace. As might be expected from the injury inflicted by our squadron, he gradually lessened in the amount of the ransom which he demanded.

The Tripolitan demands being still thought extravagant, the United States Government sent out a larger squadron, under the command of Commodore Samuel Barron, who being senior to Commodore Preble, took command of the whole. Preble relinquished to his young and distinguished friend Captain Decatur the frigate which he commanded, and returned to the United States, where he was most cordially received and honored wherever he appeared. Before he left the squadron, however, an address was presented to him, signed by every officer of the squadron, expressive of "the very high estimation in which he was held as an officer and commander, and regret that he should have been superseded in a command in which he had acquired so much honor to himself and country.

Commodore Barron's squadron retired to Syracuse, where he was engaged in preparing it for active operations in the spring. Arrangements were also making to procure the co-operation of the deposed Bashaw of Tripoli, with whatever forces he could command and bring into the field.

The captive sailors being uninformed with regard to these movements and preparations, and deeming their liberation almost hopeless, planned a method for escape, which they found means to communicate to their officers. The sailors were to rush in a body into the castle, force open the prison doors of the officers, who were to head them in an attack on the palace, which forms a part of the castle. The Bashaw and his family were to be treated kindly, but secured, and the castle was to be retained possession of, until the arrival of some of the American vessels. This enterprise was countenanced by Captain Bainbridge and his officers, but the attempt was defeated by the suspicions of the Bashaw. The carpenter, boatswain, sailmaker, and master's mate were in consequence taken from among the crew, and lodged with the officers. The prisoners were rigidly searched for concealed arms—the guards without the castle were increased in numbers, and an additional force placed at all their outposts; so that this scheme, like all the previous ones, failed of its object through causes beyond the control of the intrepid and almost desperate projectors of them.

The scene of these brilliant operations on the water, with a view to procure the liberation of the prisoners, changed for the same objects to the land.

FOREIGN MISCELLANY.

FRENCH REGIMENTAL SCHOOLS.

From a statement drawn up by the Minister of the War Department, we extract the subsequent information. There were 326,298 young men on the lists for the last ballot for recruiting the army. Of these

155,839 were able to read and write; being an average of 47 76-100ths in every 100.

11,784 could only read.

149,195 could neither read nor write, being an average of 45 72-100ths in every 100.

9,480 whose state of instruction was not ascertained.

326,298

Nearly the same proportions were found to hold good in respect to the 80,000 recruits who were drawn by the ballot: for of these 30,136 were able to read and write, and 34,569 could neither read nor write. In the preceding year, out of the 285,806 young men on the balloting lists, 131,011 could neither read nor write. From this investigation it would appear that one-half of the French population, who have attained the age of twenty, are without any education whatever. With a view to remedy this deplorable state of things, so far as the military are in question, two special schools have been attached to each regiment.

In the higher class of these schools, designed for the sub-officers, grammar, arithmetic, keeping military accounts, geography military, history in reference to France, the elements of geometry, and of temporary fortification, and taking plans, are taught. In the inferior class of schools, intended for corporals, privates, and *brigadiers*, nothing beyond reading, writing, and arithmetic, are taught.

Various regulations have been laid down for the purpose of exciting emulation among those who attend the schools. Such as eminently distinguish themselves are entitled to have their names inserted in the regimental orders of the day, and thereby acquire a claim to promotion. After two years have expired, from the first establishment of these schools, the sub-officers reported for promotion are previously to pass an examination in such branches of knowledge as are taught in the regimental schools. Monthly gratuities are given to the monitors: and, lastly, half-yearly and partial furloughs are preferably granted to soldiers who can read and write, and have punctually discharged their several duties; circumstances which are no small guarantee that their conduct has been regular and orderly. The average numbers of those attending the schools in each regiment are, in the infantry 190, of whom 142 attend the lower description of schools, and 48 the higher; and in the cavalry 95, of whom there are 74 in the lower, and 21 in the higher.—*United Service Journal*.

FRENCH HIGHWAYS.—The number of roads now existing, after deducting the country roads, (*routes ou chemins communaux*), comprise a distance of nearly 27,500 leagues, (about 70,000 miles.) They consist of

Royal roads	-	-	8,623 leagues.
Department do.	-	-	8,505
Military do.	-	-	350
Country do. (<i>chemins vicinaux</i>)	-	-	9,319
			26,792

This is quintuple the number which were in use in Napoleon's time. France possesses at present 1,000 leagues in length of canals; these, together with the improvements in progress, or determined upon, in the navigation of its rivers, will, in a few years, insure 3,000 leagues of internal water-ways. Great Britain, on the other hand, (says a French writer,) possesses but 1,800 leagues of river and canal communications.—*United Service Journal*.

NORWEGIAN MILITARY SCHOOL.—There is no scholastic establishment in this country better deserving of notice than the Military Academy, or "Cadet Institution," at Christiania. I paid a visit to it during my recent tour, and was received with much kindness by the officers attached to it. They one and all spoke German, and made a point of showing me whatever there was which could interest me. The details of the course of instruction were first explained to me: it is so comprehensive that I know not what branch can remain to be added. I was myself a Cadet in Berlin, but am really ashamed to confess that I scarcely knew, even by name, many branches of science in which the Norwegian Cadet, independently of the ordinary round of tuition, is instructed. Of statics, for instance, nautics, hydraulics, and mechanics, not so much as a word of explanation was ever afforded me when I was a youth. None can obtain a commission unless they are familiar with German; nor are any allowed to leave without having passed through a course of natural and experimental philosophy. I found the classes engaged in drawing plans—a point to which I have given much attention, and on which I consider myself confident to report with some degree of confidence. The facility and accuracy they have attained I can designate by no juster terms than "perfectly astounding." The skill with which they lay down the gentle and precipitous declivities of wide-spread masses of rocks, by means of horizontal shadings, in one place narrow, and in another broad—in one by strong, and another by light tints, contriving in this way to distinguish them from common slopes of the soil, cannot be exceeded. They follow Lehmann's theory in laying down these slopes. The Academy possesses an excellent library, as well as a collection of beautiful models of mines, bridges, &c., and another of all sorts of minerals. The Academy was founded by a person of the name of Anker. It is composed of forty pupils, who are divided into four classes, thirty of whom pay an annual fee of ninety specie-dollars, (about 14*l.* sterling,) and the remaining ten 250 specie-dollars, (about 39*l.*) They lodge in the town. Others, besides the children of officers, are admitted. They enter the army after having studied five years, and passed a very rigid examination; and they then receive a sum of 90 specie-dollars towards defraying the expense of their equipment. I was much delighted with the gentlemanly manners and soldier-like appearance of the young men, both in their habiliments and carriage.—*From the correspondence of an officer of Engineers in the Prussian service.*

The population of Norway was 900,000 in the year 1815; it is nearly 1,200,000 at the present. The annual increase of inhabitants is, therefore, upwards of 14,000.—*United Service Journal.*

RUSSIAN SOLDIERS AND RECRUITS.—There are 160,167 children of soldiers and recruits in course of education at the public expense. During the last eight years 4,343 of these children have received inferior appointments in public offices; 2,308 have been placed as surgical assistants; 452 as assistants in a geometrical capacity; 586 have been entered in the service of the navy; and 120 have been attached to the musical profession.—*Ibid.*

PRUSSIAN MILITARY ORPHAN ASYLUM.—This benevolent institution was founded by Frederick William I. in the year 1772, in favor of orphan children of non-commissioned officers and privates of the army in general: they are boarded and educated until they attain their fourteenth year. The boys, who are brought up to mechanical pursuits, or educated for non-commissioned officers' appointments, are in the asylum at Potsdam; but the girls are received into the castle of Pretsch, in the circle of Merseburg.—*Their numbers vary according to the state of the funds*

in hand; at present, they include 500 boys, and above 200 girls.

The royal ordinance of February, 1824, directs that every boy so boarded and educated shall serve two years in the ranks for every single year passed in the asylum, over and above the time of service which the law requires from every other member of the community. And another ordinance lays down an extended period of service for all such male children of military *employés* as receive pecuniary assistance from the funds of this institution.

Between the 1st of January, 1836, and the 1st of June last, the Prussian army lost not less than 18 Generals by death.—*United Service Journal.*

DANISH NAVY.—A recent letter from Copenhagen contains the following remarks on the present state of the Danish Marine. "Our fleet is at present composed of 6 ships of the line, 8 frigates, 10 sloops, and 60 gun-boats, whose crews, when they are placed on the war establishment, require a force of 6,550 sailors. Independently of these crews, the ships, frigates, and sloops are officered by 136 Naval officers, 52 Cadets or Midshipmen, 26 officers on shore, 132 civil *employés*, 62 Masters or Steersmen, 138 Subaltern Officers of the Artillery, 216 Subaltern Officers of the Marine Service, 50 Subalterns of the Marines, 230 mechanics, 226 cooks, bakers, &c., 78 musicians and drummers, and 1,000 marines. The equipage of a gun-boat is composed of 1 Lieutenant, 2 Subalterns, 1 artilleryman, 10 sailors, and 50 marines. The entire crew of a vessel of the line consists of 666 officers, sailors, marines, civilians, mechanics, &c.; that of a frigate, of 357; and that of a sloop, of 128."—*Ibid.*

GREECE.—The present population of this kingdom is 926,000 souls; the number of troops on the peace establishment is 12,326; and the number of ships of war is 32, carrying 190 guns, and 2,400 officers, seamen, and marines; among whom there are four Captains of the first class, 12 of the second, and 10 of the third; there are 580 Lieutenants and Ensigns on the navy list. Many of the latter are serving on board of merchant vessels, the number of which is 4,678, including all burthens from five tons and upwards. The kingdom is divided into thirty governments, or counties, and eighteen sub-governments. The Council of State is composed of 3 Vice-Presidents, 17 Councillors in ordinary, among whom there is one foreigner only, viz: General Church, and 14 Councillors on special service. There are 38 Greek and 4 Roman Catholic Bishops. The Order of "the Saviour" contained, on the 1st of January last, 72 Grand-Crosses, including 4 native Greeks only; and there were, at the same date, 56 Grand-Commanders, inclusive of 8 natives; and 77 Commanders, of whom 22 were natives. There were, at that time also, 200 Knights of the "Golden Cross," and 100 Knights of the "Silver Cross."—*Ibid.*

HARBOR AND PORT OF CALLAO.—If bound by sea to the capital of Peru, the traveller is first put on shore at Callao, the port, as it were, of Lima, from which it is about seven miles distant. It has scarcely a building of any note; and the houses, even those which form the High-street, have but a single story, with a basement beneath, and a flat roof; a gallery towards the street runs along the front. The number of inhabitants is about 4,000. They depend upon the shipping and their fisheries for subsistence. The harbor is protected by three forts, mounting 180 guns altogether. The largest of these forts, which is called the Royal Philip, (*Reale Felipe*), is built at the extreme point of a tongue of land that stretches out to the westward of the town; the second fort lies also on the same neck of land, and, in conjunction with the other, efficiently commands and protects the roadstead and the north and south channels into it.

The third fort, San Fernando, appears to have been constructed with more direct reference to the defence of the town itself than the other two. The whole of them are built with stone from the adjacent rocks, have bomb-proof casemates and a covered way, and are surrounded by pallisades and a deep moat. Reale Felipe contains a church, powder magazines, &c. General Rodil obstinately defended these works, when they had become the last hold of the Spanish sovereignty in this quarter of the globe; and nothing but the extremities to which the garrison was reduced could prevail upon him to offer terms of capitulation to the "liberating army" under Suere. The latter having, however, refused to listen to them, Rodil resolutely held out in the teeth of privations almost unexampled, for another six months. Every ordinary kind of food having been exhausted, the garrison slaughtered and consumed their horses; and when this means of support failed them, they were compelled to live upon the dead bodies of their fallen comrades. A few ventured to speak of surrendering; but no sooner did this reach Rodil's ears than he ordered these few, among whom was a Captain in the service, to be shot forthwith, without any forms of military law being previously observed. In the mean time the besiegers lost their ardour, and seemed to abandon every hope of reducing these strongholds. But human nature could no longer contend against the iron hand of starvation; and in January, 1826, Rodil having lost two-thirds of his men, and saved his honor and that of the Spanish name by as gallant a defence as the annals of modern warfare afford, submitted to a capitulation, by which his country abandoned its last footing in the Peruvian soil of the infant republic.

The mole, or landing-place, which lies to the southward of San Fernando, between that and the other two forts, is extremely convenient. The shore is firm, and lined with shingles. The water is conveyed from a fountain in the town by iron pipes, which deliver it at the landing-place. By this means the boats receive it in a perfectly fresh state. There is a custom-house guard stationed in a building facing the mole, and from this spot a sharp look-out is kept on every boat that passes. If you attempt to proceed farther inland, the men hail you, and courteously request you to go to the guard-house, where you are searched to your very skin; all goods found upon you, which have not paid the duties, and exceed forty shillings in value, are instantly confiscated for the good of the State, and of—the parties making the capture.

Callao has suffered much by earthquakes; but none were so frightful as that of 1747, which buried the whole town, and nearly every individual in it, below the sea; while nineteen out of three-and-twenty vessels, at that time in the roads, were driven ashore or lost.—(*Diary of a Dutch Naval Officer*, 1836.)—

REVIEWS AND CRITICAL NOTICES.

Observations on Railways, with reference to utility, profit, and the obvious necessity of a National System. By Lieut. Col. MUDGE, F.R.S. of the Royal Engineers. 1837. 8vo. with a Map.

So many interested, and therefore partial, representations have been lately laid before the public, that the author begins with disclaiming connexion with any of the speculators in this line. He enumerates the great and numerous advantages derivable from a cheaper and quicker means of communication being established throughout the country. A considerable actual saving would be experienced, for instance, in bringing cattle to market, since they otherwise decrease many pounds in weight on the march; while the value of remote estates is as much enhanced as if their distance from the metropolis were halved. But he at the same time states that, owing to the un-

dulating surface of England, much more skill is required in selecting a good line, and in the construction of a railway itself, than in the extensive plains of Germany and of America.

It is much to be regretted that the good example of the Liverpool and Manchester railway company, in publishing their accounts half-yearly, has not been generally followed, since it would be so great a public benefit, as well as the most incontestible proof of their own honesty. So much has been happily achieved in this country without Government assistance or interference, that many say—Let those who embark their capitals in such speculations look to it. But the analogy does not hold good. Two much temptation is held out to the engineers to pronounce every proposal as feasible and desirable; and the bills are so hurried through Parliament, that however well inclined the members of the Committees may be to investigate the claims and assertions of each company, it is quite impossible to do their duty effectually without devoting their whole time, *pro tempore*, to the subject—no less than 101 new railroads being now proposed.

There ought, moreover, to be a mathematician, a geologist, an engineer, an eminent lawyer, and a secretary, in order that the matter be duly sifted in all its branches, which indicates the necessity of an express board. It must be conceded that the gentlemen sent to Ireland as commissioners are well chosen; but still they are not able to devote the whole time to their business. We therefore agree with Col. Mudge that "a National System of Railroads" should be contemplated, and the workmen to be restrained by a strict police.—*United Service Journal*.

DOCUMENTS RELATING TO STEAM NAVIGATION IN THE PACIFIC. LIMA, 1836.—In the month of June last, Mr. Wilson, the Consul General at Lima, communicated to the British merchants along that coast that his Majesty's Government was disposed to favor a direct communication through Panama, and therefore desired them to meet and decide upon a project for this purpose. They did so accordingly, and a Mr. Wheelwright having already made great exertions with this aim, and expended a good deal of money in obtaining an exclusive privilege for steam navigation for ten years from the Governments of Chili, Bolivia, and Peru, they agreed to proceed in conjunction with him, after giving him a certain remuneration.

Of the utility of the measure there appears to be no difference of opinion, steam vessels being decidedly preferable to sailing vessels, on account of the prevalent south winds. An estimate was therefore made out, with great detail, on the supposition of having three steam vessels, of from 400 to 500 tons each, constantly plying, and a fourth in reserve. They compute the annual expenses, making large allowances for wear and tear, and contingencies, at 43,000*l.* and the probable receipts at 93,000*l.*; being about 112 per cent. profit for the shareholders.—*Ibid.*

NAVAL INVENTIONS.

PATENT ANCHOR, BY JAMES ALLEN, SHIPMASTER OF GREENOCK.—This gentleman's object is the very important one of preventing the anchor from being fouled by the cable or chain taking a turn round the upper arm: a situation emphatically termed "the seaman's disgrace." For this purpose he attaches two arcs of iron, one on each side, extending from the broadest part of one fluke to the corresponding part of the other, so as to continue the sweep of the fluke. When the flukes are thus guarded, even if the cable should take a turn, as above alluded to, it will slip off again, as is evident by consulting the inventor's plate. Moreover, this improvement can be applied to any anchor, so that the expense is very trifling.—*Ibid.*

A JURY-RUDDER, BY A. P. ALLEN, Esq.—In November, 1832, the merchant-ship *Town of Ross*, on her return from America, encountered a violent gale, in which, besides other disasters, she lost her rudder, so that the master was thinking of abandoning her. But Mr. A. P. Allen, of the India Company's Service, being then fortunately on board of her, proposed constructing a rudder with spare spars, laid side by side, and fastened together by short planks laid across them, and there firmly nailed and bolted, after a plan and method of his own. To facilitate the shipping of it, a kedge-anchor is suspended to the foot of this temporary rudder, and it proved equal to rescue them from their impending misfortunes. Indeed, so well did the ingenious expedient answer in preserving the ship, that the owners offered Mr. Allen the command of her; besides which, he afterwards received handsome testimonials of its merit, both from the Admiralty and from Lloyd's Coffee-house.—*Ibid.*

A JURY-RUDDER, BY CAPTAIN W. HENVEY, R.N.—We ought rather to have used the plural here, since Captain Henvey has communicated to us a series of plans for temporary rudders; but as we may consider them of a *genus*, we will mention the most striking of them. It may be considered as of two distinct portions; the one consisting of a spar put vertically through the rudder-hole, or obliquely through one of the cabin windows; the other, of a broad flap, constructed of smaller spars, planked over, and ballasted with pigs of iron at the foot, which may be put overboard separately, and attached to the large spar when in its place; abaft it when the latter is vertical, of ahead of it when it is oblique. In order to guy it, chains are attached to each side of the extremity of this novel rudder, and carried through the bow-port.

Captain Henvey has employed much time and skill in considering the plans of these rudders, and is entitled to the thanks of seamen for such praiseworthy endeavors to lessen the evils of maritime accidents. But we are the more brief in our notice, since we think it is due to his own merit that he publish his suggestions, with their illustrations, in a distinct form.—*Ibid.*

PATENT SOLID SAFETY CHANNELS FOR SHIPS, BY CAPTAIN COUCH, R. N.—The many defects and weakness of channels on the old plan have long been felt and acknowledged, but this appears to be the first effectual remedy that has been proposed; and it is impossible to examine "Observations" published by the inventor, without being struck with its simplicity. It is decidedly a very happy invention rendering a ship much snugger, less liable to accident herself, and less liable to be the cause of injury to others when she falls on board of them.

Captain Couch produces a dozen of the handsomest possible testimonials from Admirals and Captains, besides which Messrs. Thomas Pope, and Joseph Brindley, both experienced ship builders, give a full tribute of applause to the invention. Indeed, Mr. Pope's deserves insertion:—*Ibid.*

"TURNCHAPEL-YARD, PLYMOUTH, }
"February 18, 1837. }

"DEAR SIR: It is with much gratification I can now inform you that the 'Herald' is about leaving this port, fitted with your patent 'Solid Safety Channel,' and from the best attention that we applied in its construction, can safely assert, that in it will be found all the valuable and important properties that ships' 'channels' require; and I beg distinctly to observe, that from the best information I have obtained, as well as from my own experience, there never was such a 'channel' ever constructed, containing the important advantages of getting clear of the 'wreck of the masts' in storms, (the want of which has been so fatal;) again, repelling the 'concussion of the sea,' and thereby in a great measure preventing vessels being 'dismasted;' great strength for 'contact,' be-

coming a complete 'fender;' boats protected and their crews. The 'solids' being so constructed upon the most scientific and mechanical principle, that convinces me (as it has the most experienced builders throughout Great Britain, from whom you have received the most gratifying and ample testimonials) that all vessels must derive the greatest additional strength in the *weakest part* (the upper frame) from your reducing so much destructive iron, and adding a small proportion of the best wood. For the above reasons, (and many more,) that this incomparable and original 'channel' so clearly proves to possess, I feel called upon to give you this document; and have no doubt, on its coming into general use, will save much valuable life and property at sea. Its application to the 'Herald' proves it to be *handsome, light, and economical*, and gives the ship a 'buoyant' and *beautiful appearance*.

"Wishing you every success, both for the sake of humanity and the interests of this great maritime country,

"I am, dear Sir, yours, very faithfully,

"THOMAS POPE, *Ship-builder*.

"Capt. COUCH, R. N.

EFFECTS OF SEA WATER ON IRON.—Iron, after remaining a long time submerged in the sea, is converted into plumbago. As an evidence of this change, M. Eudes Deslongchamps has lately presented to the Linnæan Society of Normandy, some cannon balls taken from the bottom, off Cape la Hogue, which were sunk with the ships under Admiral Tourville, in 1692. They do not at first sight appear to have undergone any change; but when examined, are found to have lost two thirds of their weight, and may be scraped or cut with a knife, like black lead. They contain no remains of their original ferruginous qualities, and have not the least effect upon the loadstone or magnetic needle.—*Mining Journal*.

INTERIOR OF A GUN-BRIG.—The Wolf having sailed for Simon's Bay, I took leave of my Cape friends, and mounting a horse wagon, went to join the ship. I again embarked, and we stood away up the coast. The captain of the Wolf was one of the best natured and most eccentric men I ever met in command of a ship of war. A strong and hardy seamen, in boats or in battle, he had fearlessly exposed his life, and he was made of stuff to go through any work. Much against our wish, he gave up his own cabin to Capt. Sherwin, royal navy, (a special justice,) and myself, and slept on deck. At three o'clock in the morning, I was awoke by a monkey jumping into my cot,—a trick of the captain's,—and got rid of the intruder only by rolling him up in a cloak. Some time afterwards, two game cocks crowed alternately from opposite lockers; and bull dogs worried one another under the table. On the cabin floor were sacks of corn, barrels of flour, boxes of empty bottles, old shoes, and paint pots; from the beams hung birds and buckskins, horns, boats' fenders, a fiddle, triangles, &c., and on deck, sheep and goats, pigs and poultry, had free range to keep them healthy. In short, the Wolf was a museum of curiosities, and a floating menagerie.—*Capt. Alexander's Narrative*.

THE 20TH DRAGOONS AT THE BATTLE OF VIMIERO.—Colonel Taylor, who commanded us, repeatedly asked leave to charge, but was on each occasion held back, by the assurance that the proper moment was not yet come; till at last General Fane rode up and exclaimed, "Now Twentieth! now we want you. At them, my lads, and let them see what you are made of." Then came the word, "threes about and forward," and with the rapidity of thought we swept round the elbow of the hill, and the battle lay before us. As we emerged up this slope, we were directed to form in half-squadrons, the 20th in the centre, the Portuguese cavalry on the flanks; and the brief space

of time that was necessary to complete the formation, enabled me to see over a wide extent of the field. The French were coming on in great force, and with the utmost show of confidence. A brigade of cavalry in front, followed by a line of infantry, in rear of which again were some heavy columns and guns. On our side there were some infantry who had long and gallantly maintained the hill, but who were so overmatched, that our advance was ordered up for the purpose of relieving them, and "never was purpose more effectually served." "Now, Twentieth! now!" shouted Sir Arthur, while his Staff clapped their hands and gave us a cheer; the sound of which was still in our ears, when we put our horses to their speed. The Portuguese likewise pushed forward, but through the dust which entirely enveloped us, the enemy threw in a fire, which seemed to have the effect of paralyzing our handsome allies. Right and left they pulled up, as if by the word of command, and we never saw more of them till the battle was over. But we went very differently to work. In an instant we were in the heart of the French cavalry, cutting and hacking, and upsetting men and horses in the most extraordinary manner possible, till they broke and fled in every direction, and then we fell upon the infantry. It was here that our gallant Colonel met his fate. He rode that day a horse which not all his exertions would suffice to control it, and he was carried headlong upon the bayonets of the French infantry, a corporal of whom shot him through the heart. The corporal took, of course, his plunder, including the Colonel's watch, seals, and a ring set with Mrs. Taylor's hair, as well as his horse; and though he sold the animal afterwards, he refused to part with the watch and its appendages, even when offered for them, as I have understood, more than their value. We were entirely ignorant of the fall of our commanding officer, and had the case been otherwise, we were too eager in following up the advantages which we had gained, to regard it at the moment. Though scattered, as always happens by the shock of a charge, we still kept laying about us, till our white leather breeches, our hands, arms, swords, were all besmeared with blood. Moreover, as the enemy gave way, we continued to advance, amid a cloud of dust so thick that, to see beyond the distance of those immediately about yourself was impossible. Thus it was till we reached a low fence, through which several gaps had been made by the French to facilitate the movements of their cavalry; and we instantly leaped it. The operation cost some valuable lives; for about twenty or thirty of the French grenadiers had laid themselves on their bellies beneath it, and now received us as well as they could upon their bayonets. Several of our men and horses were stabbed, but of the enemy not a soul survived to speak of his exploit—we literally slew them all—and then, while in pursuit of the horse, rushed into an inclosure, where to a man we had well nigh perished. For the fold in which we were caught was fenced round to a great height, and had but a single aperture—the door of which, the enemy, who hastened to take advantage of our blunder, immediately closed. Then was our situation trying enough, for we could neither escape nor resist; while looking over the wall, we beheld that the French had halted, and were returning in somewhat like order to the front. While we were thus situated, vainly looking for an aperture through which to make a bolt, one of the men, the same Corporal Marshall of whom I have elsewhere spoken, was maintaining a most unequal combat outside the close, with four French dragoons that beset him together. An active and powerful man himself, he was particularly fortunate in the charger which he bestrode—a noble stallion which did his part in the *melée* not less effectually than his master. The animal bit, kicked, lashed out with his fore feet, and wheeled about and about like a piece of machinery, screaming all the time; while the rider, now catching a blow, now parrying a thrust, seemed invulnerable.

At last he clove one enemy to the teeth, and with a back stroke took another across the face, and sent him from his saddle. The other two hung back, and made signs to some of their comrades, but these had no time to help them, for a hearty British cheer sounded above the battle, and the 50th regiment advanced in a line with fixed bayonets. The consequence was an immediate flight by the enemy who had calculated on making every man of the 20th prisoners; and our release from a situation, of all others most annoying to men who like ourselves had no taste for laying down their arms. Moreover, to that charge, supported as it was by the simultaneous advance of other portions of the line, the enemy did not venture to show a front.—They were beaten on all sides, and retreated in great disorder, leaving the field covered with their dead.—The 20th dragoons had done their duty, as indeed was abundantly showed by their soiled and crimsoned appearance; and the reception which they met with from the general staff, as they rode back to their old ground in the ravine, was most gratifying. The Portuguese, on the contrary, were yet standing where they had deserted us, formed up like troops on parade, and quite bloodless. We had been good friends before this—we never were good friends after. We spit at them as we passed, and loaded them with execrations, while our officers turned away their heads, and refused to recognize their former acquaintances. Our next business was to call the roll, and ascertain who were missing. Strange to say the whole of our officers, with the exception of Col. Taylor, answered to their names, and among the men the slaughter was less terrible than might have been expected; yet we had lost some good soldiers, and we lamented them deeply. Then it was proposed by Col. Blake, on whom the command had devolved, that a party should go out to seek for Col. Taylor's body, and as he asked for volunteers, I readily stood forth as one in a crowd, all of them equally willing. We moved to the front, Capt. Bingham Newland of my troop being along with us, and found the declivity of the hill and the plain being covered with the killed and wounded. There they lay, English and French thrown promiscuously together, while hordes of peasants, together with women from our own army, were already in full occupation as plunderers. Among other dead men, we passed a French officer of *Voltigeurs*, a tall good-looking fellow, who wore in his *schakot* a beautiful green feather, to which Colonel Blake took a fancy. "Landsheit," said he, "I should like to have that Frenchman's feather. He will have no further use for it himself—suppose you fetch it me." I dismounted immediately, and having taken the feather, I thought to myself, why should not I look for something more? He is dead enough, that's certain, and neither money nor watch can avail him now. Accordingly I turned him over and took all that he had—a watch, and three Spanish dollars. This done, I rode after the detachment, which was somewhat in front, and overtaking it, gave the feather to the Colonel. I was in the act of stooping forward, and he had reached out his hand for the prize, when a musket-shot came from behind a bush hard by, and the ball whistled between the Colonel's head and mine. We looked about and saw whence the smoke ascended, upon which my officer directed that I would ride up to the spot, and desire the man, whoever he might be, to cease firing. I did so, and found a French grenadier wounded in the thigh, but who, leaning against a bank, was in the act of ramming home another cartridge, and persisted in doing so in spite of my remonstrance. "Throw away that musket," said I, "and I will give you quarter!"—"I want no quarter," replied the grenadier; just stop a moment, and you shall see." There was no time to deliberate, for he was already returning his ramrod, and the next instant would have sent a ball through my body. So I gave him a rap over the head with my sword, which put a stop to all pugnacious propensities. As a wounded man I would have gladly spared;

but his blood be upon his own head; I could not allow him to live and be killed myself. We found Col. Taylor stripped to the drawers lying where he had fallen, upon his face; and Col. Blake, after cutting off a lock of his hair, gave directions that he should be buried. A hole was in consequence dug, in which we laid him; not without the hearty regrets of all who assisted at the funeral; after which we returned to camp, and for a time all was quite.—*The Hussar.*

HIGHLAND PUGILISM.—An English prize-fighter had challenged or insulted the Regiment, and the Highland officers wished to pit Ian More against him. A bet was accordingly laid upon his head, and one of his officers sent for him, saying, "You are to be my man, Ian; and, I think, it will be no hard thing for you, who shouldered the six-pounder, to pound this boasting puck-pudding."—"Troth, na," said Ian, shaking his head; "ta pock-pudding no dune her nae ill; tat for what she be fighten her? Troth her honor may e'en fight ta man hersell, for her nanesell will no be doing nae siccan a thing." "Tut! nonsense man," said the officer; "you must fight him, ay, and kick him too; and you shall not only carry off the honor, but you shall have a handsome purse of money for doing so." "Na, na," said Ian; "ta man na dune her nae ill ava, an' she'll no be fighten for onybody's siller but King Shorge's."

"Surely, you're not afraid of him," said the officer, trying to rouse his pride. "Hout, na!" replied Ian More with a calm, good-humored smile; "she no be feart for no man livin." By a stratagem, and taking the advantage of the kindness of his heart, Ian was brought to face the bully. "Come away, Goliath! come on!" cried the Englishman, tossing his hat into the air, and his coat to one side. Ian minded not.—But the growing and intolerable insolence of the bully did the rest; for presuming on Ian's backwardness, he strode up to him with his arms a kimbo, and spit in his face. "Fat is she do dat for?" asked Ian simply of those around him. "He has done it to make people believe that you are a coward, and afraid to fight him," said the Highland officer who backed him. "Tell her not to do tat again," said Ian, seriously. "There! said the boxer, repeating the insult. Without showing the smallest loss of temper, Ian made an effort to lay hold of his opponent; but the Englishman squared at him, and hit him several small blows in succession, not one of which the unpractised Highlander had the least idea of guarding. "Ha!" exclaimed the Highland officer, "I fear you will be beaten Ian." "Foo!" cried Ian, coolly; she be strickin' her, to be sure, but she be na hurtin' her.—But, an' she disna g'e owre, an' her nanesell gets one stroke at her, she'll swarrants she'll no seek nae mair."

The Englishman gave him two or three more hard hits, that went against his breast as if they had gone against an oaken door; but, at last, Ian raised his arm, and swept it round horizontally with a force that broke through all his antagonist's guards; and, the blow striking his left cheek, as if it had come from a sledge hammer, it actually drove the bones of the jaw on that side quite through the opposite skin, and, at the same time, smashed the whole skull to fragments. The man fell like a log, dead on the spot, and horror and astonishment seized the spectators. "Och hone! och hone!" cried Ian More, running to lift him from the ground, in an agony of distress, "she's doo in' she kilt ta peor man." Ian fell into remorse and despair upon this catastrophe; and, to mitigate unavailing sorrow, he obtained his discharge, and returned to Ross-shire.—*Highland Rambles by Sir T. D. Lauder.*

Richard M. Mannon Esq., of Mobile, was killed in a duel at Pensacola with Lieut. Munn, of the Navy, on the 12th instant. They exchanged but one shot, and Munn escaped unhurt.

WASHINGTON CITY;

THURSDAY, AUGUST 24, 1837.

An Army General Court Martial has been directed to convene at Fort Monroe, on Wednesday, 23d inst., for the trial of such prisoners as may be brought before it. The Court consists of

Bvt. Lt. Col. A. C. W. Fanning,	4th Arty.,	<i>President.</i>
Bvt. Major R. M. Kirby,	1st Arty.	
Capt. E. Lyon,	3d Arty.	
Capt. J. M. Washington,	4th Arty.	} <i>Members.</i>
Capt. D. Van Ness,	1st Arty.	
2d Lieut. T. L. Brent,	4th Arty.	
2d Lieut. R. Ridgely,	2d Arty.	
First Lieut. J. R. Irwin,	Adj't. 1st Arty.,	<i>Judge Advocate.</i>

The Arkansas Times says that Fort Coffee has been selected as the most suitable point for the principal garrison on the Western frontier, and that Capt. Charles Thomas, Qr. M. U. S. Army, is ordered to make arrangements for the speedy erection of the new garrison.

The foregoing paragraph was correct at the time it was written; but we understand that the Secretary of War has since given instructions to suspend operations for the present. It is not impossible that, upon further examination, some other site may be selected for a military post, in lieu of Fort Gibson.

Major General Scott passed through Washington, a few days since, on his way to attend the Court of Inquiry at Athens, Tennessee.

The honorary degree of Master of Arts has been conferred, by the Faculty of Yale College, on Dr. J. M. Foltz, of the U. S. Navy.

ARRIVALS AT WASHINGTON.

Aug. 17—Gen. J. E. Wool, Insp. Gen.	Gadsby's.
Asst. Sur. J. H. Baldwin,	Brown's.
18—Col. S. Miller, Marine Corps,	Gadsby's.
21—Major I. Clark, 6th Infy.	Fuller's.
Lieut. W. Gilpin, 2d Drags.	Gadsby's.
Major Gen. W. Scott,	do
Capt. St. C. Denny, 5th Infy.	do
23—Major T. Childs, 3d arty.	Gadsby's.

PASSENGERS.

SAVANNAH, Aug. 11.—Per steamboat Camden, from St. Augustine, via St. Mary's, Col. Brown, Captain Lee, Capt. Porter, Lieuts. Collins, U. S. A., and Lt. Whitney of the Marine Corps, and 55 sick U. S. troops bound to Fortress Monroe.

BALTIMORE, Aug. 20, per brig Falcon, from Savannah, L. F. Whitney, U. S. Marines, Capt. Porter, Captain Lee, Dr. Arnold of the U. S. army, and 55 soldiers landed at old point Comfort.

CHARLESTON, Aug. 14, per steampacket Georgia, from Norfolk, Lieut. J. W. McCrabb, of the army, and lady. Per steampacket Charleston, from Black Creek, via Savannah, Capt. Winder and Dr. Weightman, U. S. A. and 55 privates, U. S. A.

COMMUNICATIONS.

MEDICAL OFFICERS OF THE NAVY.

We were pleased to see an article in a late number of the Army and Navy Chronicle, relative to the increase of the number of Medical officers in the navy; an increase which cannot be considered otherwise than just, as it is well known that there is not at present a sufficient number in the Navy to supply the shore-stations, and vessels in commission. We think the division of the Medical officers into *three grades*, of Phy-

sicians, Surgeons, and Asst. Surgeons, as existing in the British Navy, might be beneficially adopted in our service. The Physicians would perform the duties of Fleet Surgeon, should be attached to hospitals, and one to act as Surgeon General. The Surgeons to perform the same duty as at present, except that the junior Surgeons should serve in schooners and brigs, and one should be stationed at some convenient place, as the city of New York, to act as Medical purveyor in superintending the purchase, and examining all the Medical stores, intended for the use of the Navy.—The Acting Surgeon General should be attached to the Navy Department, and perform the same duties as the Surgeon General of the army. The board of Examiners should consist of one Physician, and four Surgeons. The second examination of Asst. Surgeons should be dispensed with, for if an Asst. Surgeon is not capable of performing the duty of a Surgeon, when he enters, he should not be admitted.

The following increase would allow the Medical officers the same advantages, with respect to leave of absence, &c., as are now enjoyed by the other officers of the Navy, viz:

- 16 Physicians,
- 60 Surgeons,
- 70 Assistant Surgeons.

SEMINOLE WAR.

MR. EDITOR: In perusing one of the communications in your last paper, I was reminded of Esop's fable, in which the maltreated frogs are made to cry out—"it may be sport to you, but 'tis death to us." I, too, thought it may be sport to the *hoaxer*, but death to the Lieut. Colonel Commanding, who is made to sign "Order No. 1," dated "Head Quarters, Fort Dade, on the banks of the Main Outhlacoochee!" We have, in our military life, heard of jokes played off on the members of a garrison, from the Commandant down to the drummer-boy; but, in such cases, they, confined to the walls of the fort, or limits of the cantonment, and lasting but for the moment, served only to get rid of the *ennui* which falls to the lot of the most industrious command, separated as it is from the world. But, to put forth such a piece as the one signed by a "Subscriber," and headed "Seminole War," in which the name of an intelligent officer is used, is too much and too public to be a joke. To append the name of any one, however low his rank, or however inexperienced he may be, to such a production, to such fulsome trash, as Order No. 1, is, to say the least of it, very unkind! At the time of reading, Mr. Editor, it occurred to me, and now there is no doubt in my mind, that the *rigmarole*, headed "Seminole War," in which "*acute disease, &c. &c.*" was adverted to, and which appeared in No. 135 of the Chronicle, and this piece about the "impatient chafing of spirit, and the ardent wish to fulfil the expectations of the General," have the same father. That the *palaver* and *soft-soaping* of a militia crowd, which constituted a part of the command so highly lauded in "Order No. 1," could have come from a regular officer, cannot, for a moment, be believed. I have, indeed, heard that a militia man in Florida had the folly to protest, some time since, against the proceedings of an officer who made certain dispositions of troops, and who failed to pay them the expected compliment so common among citizen-soldiers. But such procedure would be heeded as little by the Lt. Col. Commanding, as the hints about "*two hundred fine five-horse wagons*" thrown out in the "war and peace," essay will be, by the authorities at Head Quarters.

VERBUM SAP.

CORPS OF ARTILLERY.

MR. EDITOR: In looking at the organization of a regiment of Artillery, I find that *three* field officers are allowed to each. There are, then, twelve officers of

that class in the Corps of artillery, all the companies of which, except one, are serving in Florida. But of these twelve Bvt. Brig. Generals, Colonels, Lt. Col's, and Majors, there is but a solitary lonely one, poor GATES, who was *shuffled* out of his proper place as Lt. Col. of the 4th artillery, *now* at his post!!! This seems strange, but no doubt can be accounted for by those who are at the wheel of the great machine.—Perhaps you can give the desired information. ?

QUERIES, to which answers are respectfully solicited:

1. Why was a lieutenant of the 2d artillery in command of four companies (a battalion!) of his regiment at Tampa Bay, last winter?

2. Why has not every artillery company at least two officers with it, when the law allows five for military duty?

3. Why are *citizens* appointed Aides-de-Camp by generals instead of regularly educated, intelligent, and genteel officers of the Army, who understand their profession, and have the necessary experience?

4. When are the General Regulations for the Army to be enforced at General Head Quarters? Q.

DOMESTIC INTELLIGENCE.

BY THE EXPRESS MAIL.

From the Savannah Georgian, of August 16.

FROM FLORIDA.

We are indebted to our correspondent for the information contained in the following letters:

FORT KING, Aug. 3, 1837.

The celebrated John Hicks, (Tuckebatche-a-hajo,) whose death I saw announced in a paper some days ago, came in this morning with two other Indians. He says that he has been hunting, on his way from Fort Mellon, and that he left there ten days ago; expected to find the chiefs here, and has no doubt but that they will be here in a day or two, or *he* should not have come in; thinks that Powell, (Ocoola,) will accompany them; that he is still at his camp, near Fort Mellon. He further states, that the Indians are suffering very much from sickness, and that they are destitute of provisions; that they are obliged to scatter themselves over the country to get game; thinks that the delay is owing to Holatoochee's being so far off, near Charlotte harbor, and his family very sick; that the warriors have strict orders not to fire a hostile gun; and, as he cannot have provisions here, *asked* permission to encamp at a pond four miles off, and at the old agency, for the purpose of hunting until the chiefs come in. Says that Sam Jones (Apiakkee) is now inclined for peace: that at one time he thought he would rather die in the woods than to shake hands with a white man.

BLACK CREEK, Aug. 8, 1837.

Above you have all that is worth communicating. The frontier, as well as every part of the territory, is perfectly quiet and secure. You may rest assured that the Indians will commit no outrages, and that they will emigrate as soon as the season will warrant their undertaking the journey with safety.

There are two regiments of mounted volunteers being mustered into service. It is pleasing to see the alacrity with which the citizens have come forward to enroll themselves upon the recent call made by the commanding General for volunteers; and it shows conclusively the estimation in which Gen. Jessup is held by the people. The volunteers from East Florida have rendered valuable services, and behaved themselves like soldiers; and the regulars will always be happy to attest to their bravery and good conduct. But while conceding this much, I regret to say, that no part of the above compliment can apply to the middle or western Floridians. They have, on all occasions, evinced an indifference and apathy wholly unaccountable.

"FORT KING, East Florida, Aug. 8, 1837.

"Since my last communication to you on the subject of Indians, I have to report the arrival of two sub-chiefs from Fort Mellon, Tuskanuckee and Chitoahocar, men that are sent on all occasions by Co-e-hajo and others, when they have business to transact, as I am informed by Paddy Carr.

"They say the cattle driven across the St. John's were twenty in number; that the chiefs, as soon as they knew it, sent them off, with orders to drive back every Indian, and to see that no depredations were committed; that they have been engaged in hunting up and sending back Indians for ten or twelve days; that the cattle were driven off by Indians who had left the camp without the knowledge of the chiefs.

"Tuskanuckee proceeds as far as Micanopy to-day, for the purpose of going out with some Creeks from that post to hunt up some Indians reported as doing mischief in that vicinity: he says he left before my message to the chiefs was known—that he had no doubt but that they will be in, but the rains, and distance they are from each other, must have delayed them; talks as if they were going off in the fall; that Powell says he will not say a word, but will agree to whatever may be determined upon. I sent Paddy Carr to their camp on the opposite side of the Ocklawaha, accompanied by Lieut. R—, two days since, to see who and what was there. Lieut. R. reports the crossing as very intricate and difficult, and easily defended, and a camp of seven or eight families about three miles from the bank. Eight hostiles are encamped by my permission four miles south of this, near a pond; and Hicks, with two others, between this and the agency; these are *all* the camps and *all* the Indians known to be north of the line.

"Since writing the above, a party of six Mikasuckees, from Powell's camp, have arrived; they started in company with the chief Co-e-hajo, Ya-a-hajo (the brother-in-law of Powell,) and Honese Tus-tenajje. They will be at the camp across the Ocklawaha, probably this evening, and come in to-morrow; or, as the streams on the trail are very high, their arrival may be delayed twenty-four hours beyond this calculation. They are a deputation, and after seeing them, I shall send a special express."

From the Charleston Patriot of August 19.

LATEST FROM FLORIDA.

We learn, verbally, from Maj. Childs, of the United States Army, bearer of despatches from Gen. Jesup to the Secretary of War, who arrived yesterday in the steamer John M'Lean, from Florida, but was unable to land her passengers until this morning, in consequence of the gale, that as the M'Lean was getting under way, Capt. WILLIAM S. MAITLAND, of the 2d Regiment of United States Artillery, in a temporary fit of derangement, threw himself from the stern of the boat, and was drowned. The stern boat was instantly lowered, but in vain; the wind, which was blowing very fresh, and a strong tide, had carried the unfortunate Maitland beyond the reach of succor.

We learn, further, that Captain Maitland was highly esteemed by his companions in arms, as a gentleman, and a gallant officer; had served with reputation from the commencement of Indian hostilities, and for his gallantry in action during the last summer, received the brevet rank of Captain.

Captain Maitland was severely wounded at the battle of the Wahoo Swamp, in November last, from which wound he had not entirely recovered, when the unfortunate event just recorded took place.

His body has not yet been found, but Major Childs has made arrangements with Capt. Laingle, Assistant Quartermaster at this place, for its recovery.

We learn, also, from Major Childs, that about fifty Seminoles were encamped at a short distance from Fort King; that the post was healthy, and all was quiet.

From the Savannah Georgian, Aug. 14.

By the steamer Charleston, Capt. Bonnel, arrived on Saturday from St. Augustine, accounts from Fort King to the 8th have been received. Every thing was quiet. We are informed that Chiefs have given orders to their young men not to molest the whites on any account, and that an express had lost his way, was fallen in with by a party of hostiles, who conducted him to the road that led to Fort King. There was a report, though not believed, that the Seminoles intended to send a deputation to Washington. The gale did very little damage at St. Augustine, the wharf was overflowed by the tide, and the young orange trees much injured by the wind.

FROM FLORIDA.

Capt. Mills, of the steamboat Camden, at Savannah from St. Augustine, informs the editors of the Savannah Republican that Gen. JESUP was at Jacksonville on the 7th inst. inspecting that post; he leaves immediately for the Suwannee, to inspect the troops on that frontier. Very active arrangements are making in every part of the Territory, under his instructions, for an early Campaign. John Hicks, son of Hicks late head of the Seminoles, was in at Fort King a few days since.

Parties of the hostiles are almost daily visiting that post, (Fort King,) all declare it to be the intention of the chiefs to come in by the fall; and, in the meantime, to commit no hostilities. No confidence, however, is placed in the sincerity of their declarations.

Gen. JESUP is indefatigable in his exertions for an early campaign. Totally regardless of self, he visits, in person, and inspects all the posts in the Territory, notwithstanding the unhealthiness of the climate, making arrangements and attending to the health and comfort of his troops. In consequence of the present exertions, the ensuing campaign will commence under much more favorable auspices than any of the former ones.

Revenue Cutter Campbell, Coste, from Key West, for Baltimore, put into St. Mary's.

The St. Mary's Revenue Cutter drifted 10 miles into the Woods, and is at a considerable distance from the river.

INDIAN TREATY.—We learn from the St. Louis Bulletin of the 11th inst., a confirmation of the report of an advantageous treaty having been completed between Governor DODGE and the CHIPPEWA Indians. The following is announced as

"Authentic news from the Chippewa treaty."—Captain Van Houten, of the steamboat Adventurer, from Prairie du Chien, furnishes us with the following authentic account of the Chippewa treaty: Governor DODGE has concluded a treaty with the CHIPPEWA Indians for a territory containing "twenty millions of acres of land, for eight hundred and seventy thousand dollars, including traders' claims, in the above sum, according to treaty—half-breed donations are to be granted." Gov. Dodge was on his return from the treaty, and hourly expected at the Prairie when the boat left.

CINCINNATI AND CHARLESTON RAIL ROAD.—Major McNeill, the Engineer in chief of the Cincinnati and Charleston Rail Road, arrived here on Tuesday the 18th, and set out for Lexington on yesterday. We are happy to learn that although Major McNeill yet labors under a slight inconvenience from an injury received before crossing the mountains, he has so far recovered from its effects as to prosecute his duties with his wonted energy and dispatch. From a personal reconnaissance of the route of the road thus far, Major McNeill finds the difficulties much less than he had expected, and entertains no doubt of the practicability of constructing the improvement for the estimated cost.—*Knoxville Register*, 26th ult.

ST. LOUIS, July 31.—COL. STANSBURY, U. States Civil Engineer, with his corps, arrived at the City Hotel on Saturday last. Col. S. has been engaged in surveying the Illinois river, and is now on his way to make a similar examination of the Kaskaskia. We are informed that the examination of the Illinois has been rather unsatisfactory to the Engineer, owing to the high stage of the water in the river during the season.—*Republican*.

LIEUT. LEE, with his assistant Mr. MERGS, who have been detailed to superintend the removal of the Sand Bar opposite this city, arrived at the National Hotel on Friday evening. The reputation of Mr. L. assures us, that the most favorable results may be expected from his labors, and that this desirable work will be prosecuted with all the despatch, which the condition of the river and other circumstances will admit of.—*St. Louis Republican*, Aug. 7.

IMPROVEMENT OF THE NAVIGATION.—The members of the Common Council, with a party of citizens, went down in the steamboat yesterday to examine the public work in progress at the Overslaugh. This work (under the charge of Capt. Brewerton, of the U. S. Engineer Department) is advancing rapidly. The most formidable obstructions have been entirely removed. There is now an abundant draught of water at the places where, for several years, the navigation has been most seriously obstructed. There is a fine straight channel forming along the whole extent of the dike. About the bars, which used to be constantly blocked up with vessels aground, the water is now from eight to eleven feet deep. Enough has been done to test, most satisfactorily, the practicability and usefulness of this work. Let the Government only pursue, towards us, a policy which is dictated by wisdom and justice, and we shall soon have a free unobstructed navigation of the Hudson.

The work seems to have been thoroughly done. The Dike is so firmly constructed as to resist all the influences of the freshets and ice. The officer in charge is, we doubt not, not only competent, but every other way worthy of the confidence of the Government.—*Albany Evening Journal*.

CUTTER M'LANE.—Our port was quite enlivened, and our placid townfolks nearly electrified on Thursday afternoon, by the appearance of the U. S. schooner M'Lane within the harbor, and the reverberations of a national salute from the brazen ordnance of the gallant craft, generously given in compliment, and of course without hope of return, by her worthy and most sedulous commander Josiah Sturgis, Esq. Right happy were we to greet our old playmate and school-fellow, together with another of the same ilk, on whom for many long years we had not laid eyes—John W. Webster, now Professor of Chemistry at Harvard College. Dr. W. being at New Bedford, was induced for "auld acquaintance" sake, to accept his friend Sturgis's invitation, who—

"—ax'd him for to go to sea, just for to take a trip" to Naushon, the Vineyard, and along shore to Nantucket. The M'Lane is in admirable order, has a fine-looking set of men, and it would gratify us much oftener to welcome her presence in these waters, though we cannot always hail her from the cannon's mouth, or utter our congratulations in "words that burn."—*Nantucket Inquirer*.

FOREIGN INTELLIGENCE.

The French Exploring Expedition consisting of the Astrolabe and Zelic, under M. Dumont d'Urville, was to sail August 14th. Such was the anxiety to go in the French expedition, that a son of a colonel of the army enlisted as a common sailor.—*New York Star*.

ENGLISH NAVAL.—Our walls are literally placarded for volunteer seamen for ships fitting at the several ports. There is at present an unusual scarcity of men, and much difficulty is experienced in manning the ships. Several prime hands from this neighborhood have, however, we are informed, offered themselves on board the American frigate *Independence*, now at Spithead.

A launch, belonging to the *Independence*, United States frigate, lying at Spithead, came into harbor on Sunday afternoon, and soon after seven of the crew started; the circumstance was soon made known along the coast, and 2l. per man was offered for their detection. The following morning six of them were captured in a boat near Thornes S. Wood, by three preventive officers, who were on duty near this place. The deserters have been taken on board, and no doubt have been punished ere this; the other man is still at large. They assert that the usage on board being very bad, was their reason for deserting. Another man has started from the ship with \$600.—*Cowes Yacht Club Gazette*, July 8.

ADMIRALTY, SOMERSET-PLACE, June 17, 1837.—The Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Thursday, the 6th July next, at two o'clock in the afternoon, they will put up to sale at their office, in Somerset-place, his Majesty's ships, vessels, barges, and boats, undermentioned, viz:

	Guns.	Burden.	Where lying.
Essex,	42	867	Kingston.
Surprise,	38	1,063	Cork.
Prince,	104	2,088	} Portsmouth.
Venerable,	74	1,716	
Immortality,	38	1,088	
Aboukir,	74	1,783	} Chatham.
Lion,	64	1,378	
Port Mahon, sloop,		269	} Woolwich.
One House barge, and one shallop.			
Five House barges, one shallop, one Yawl, and one Cutter, one Wherry, one Gig, one Boat.			} Deptford.
Three Wherries,			
			Somerset-house.

The Essex and Surprise have each on board about 200 tons of iron ballast, which will be sold with them.

Persons wishing to view the ships, &c., must apply to the respective Superintendents of the Dock-yards, or to the Naval Storekeeper at Haulbowline, or to the Collector of Customs at Dublin, for Notes of Admission for that purpose.

The Essex frigate named above, is our old Essex, taken at Valparaiso, by the *Phæbe* and *Cherub*. She, at that time, in our own views, was 32 guns, and about the size of the *Cyane* sloop. When taken, she was a heavy ship, equal to the English 38—viz: *Guerreire*, *Surprise*, &c.; so they said. Now she is 867 tons, *Surprise*, 1,068; a woful difference to be sure. She was built in Salem, Massachusetts.—*New York Gazette*.

Col. Cockburn, appointed Governor of the Bahamas, lady and suite, having embarked on board the *Romney*, 30, at Spithead, that ship sailed early on Sunday morning for Nassau, whence she will proceed to Havana, there to be finally stationed as a depot for emancipated negroes. The *Seringapatam* frigate, Capt. John Leith, sailed at the same time, and will escort the *Romney* to her destination, afterwards she will go to Bardadoes, to relieve the *Belvidera*, 52, ordered home to be paid off.—*Portsmouth Herald*, July 8.

MISCELLANY.

A HIGHLAND SENTINEL'S FIRST ESSAY.—Ian Moore's first duty, we are told, was to mount guard upon a six pounder at the Queen's Battery; and he replied to the man who gave him orders, 'Tat not a boon o' to body o' ta wee gunnie should be hurt, at a', at a', while he had ta care o' her.' And Ian kept his word; for he watched over the beautiful little piece of ordnance with the greatest solicitude. It so happened, however, that whilst he was walking his lonely round, a heavy shower of rain began to fall, and a bitter freezing blast soon converted every particle of it into a separate cake of ice, which cut against his nose and eyes, and nearly scarified his face; so that, much as he had been accustomed to the snarling climate of the higher regions of the interior of Scotland, he felt as if he would lose his eye-sight from the inclemency of the weather, and then he began to reason, if he should lose his eye-sight how could he take care of the gun? His anxiety for the safety of his charge, united to a certain desire for his own comfort, induced him gravely to consider what was to be done. He surveyed the gun, and as he did so, he began to think it was extremely absurd that he should be standing by its side for two long hours, whilst he might so easily provide for its security in some place of shelter; and, accordingly, he quietly removed it from its carriage, and, poising it very adroitly on his shoulder, he carried it deliberately away.

After an immense fracas in the garrison, Ian Moore Arrah was discovered snug in bed asleep, hugging the wee gunnie in his brawny arms. The Colonel, who had been called, and all around him, gave way to uncontrollable bursts of laughter, that speedily awakened Ian from the deep sleep in which he was plunged. He stared around him with astonishment. 'What made you leave your post, you rascal?' demanded the sergeant of the guard, so much provoked as to forget himself before the commanding officer. 'Nay, nay,' said the colonel, who already knew something of Ian from the letter which he received from his chief; 'you cannot say that he has left his post, for you see that he has taken his post along with him.' 'Is na ta wee bit gunnie as weel beside her nansell here?' said Ian with an innocent smile. 'Is she na muckle better here aside her nansell, nor wi' her nansell stannin, caul and weet, aside her yonder on ta batty?' 'Well, well,' said the colonel, after a hearty laugh, 'but how did you manage to bring the gun here?' 'Ou, troth, her nansell carried her,' replied Ian. 'Come, then,' said the colonel, 'if you will instantly carry it back again to the place whence you took it, nothing more shall be said about it.' 'Touts, but she'll soon do tat,' replied Ian, starting out of bed, and, immediately raising the gun to his shoulder, he set out with it, followed by the colonel and every body within reach, and, to the astonishment of all of them, he marched slowly and steadily towards the battery with it, and replaced it on its carriage, amidst the loud cheers of all who beheld it.—*Highland Rambles, by Sir Thomas Dick Lauder.*

The London Morning Chronicle has five columns as a biographical sketch of WILLIAM THE FOURTH. He was born on the 21st of August, 1765. At the age of 13 he was a midshipman, and though the son of a king, (George the Third,) he was kept on a footing with the other midshipmen. Under Admiral Rodney, he was in the fleet which, in 1779, captured the whole of a Spanish convoy. Eight days after, he was in a serious fight with the Spanish fleet under the command of Don Juan de Langara. The residue of his time as a midshipman the prince served in the West Indies, and off the coasts of Nova Scotia and Canada. On the North American station he served under Lord Keith, in the Warwick, when he captured L'Aigle, a large French frigate, La Sophie of

22 guns, and the Terrier sloop of war, off the Delaware river, 11th September, 1782. He afterwards joined Lord Hood, who introduced him to Nelson on board the Barfleur. In 1783 he was appointed third lieutenant of the Hebe frigate. In 1786 he was appointed first lieutenant of the Pegasus, of 28 guns, and soon after he was made captain, and ordered to Nova Scotia. He then proceeded to the leeward islands, and was there under the command of Nelson. Nelson spoke very highly of him as an obedient and attentive officer. In December, 1787, after returning to England, he was appointed to the command of the Andromeda frigate, in which he sailed for the West Indies. The 19th of May, 1789, he was created Duke of Clarence and St. Andrews, in the kingdom of Great Britain, and Earl of Munster, in Ireland. On the 3d of September he was made Rear Admiral; afterwards he became Admiral of the Red; and, upon the death of Sir Peter Parker, in 1811, he was made Admiral of the fleet.

The union of William the Fourth with the celebrated Mrs. Jordan commenced in 1790, and endured for twenty years. She was one of the most captivating women of her time, and the King was very much attached to her. She was of the Theatre. By her he had several children. In 1810 they parted, which gave Mrs. Jordan the greatest pain. His pecuniary embarrassments, she says, were the cause of the parting. In 1818 he was married to the now Dowager Queen Adelaide. As Duke of Clarence he advocated Catholic Emancipation in the House of Lords, and made a speech in its behalf.

June 26th, 1830, the Duke became King of England, on the demise of George the Fourth. He was a man altogether the reverse of George the Fourth, and more like his father, George the Third. His course as King is in the memory of the public.

WILLIAM THE FOURTH IN THE CITY OF NEW YORK.—Our city, it appears, was once the residence of the late King of England. When he was stationed here, during the revolution, a bold plan was concocted to carry him off from among his friends and comrades. The deviser of this daring project was Col. Ogden, a gallant officer in the revolutionary army, and who, with his regiment, was stationed in New Jersey. At this time the Prince was living on shore with Admiral Digby, and, as no danger was apprehended, their quarters were very slightly guarded. Ogden's plan was to land secretly on a stormy night, with a small and bold band, to capture and carry off the Admiral and the Prince, and to take them to New Jersey. Washington sanctioned the plan, because he thought, if successful, he would the sooner and the better make terms with England for the acknowledgment of American independence. His directions to Ogden (dated 28th March, 1782) were, that no insult or indignity should be offered to the Admiral or the Prince, and that they should be conveyed to Congress. The plan was not executed. Sir Henry Clinton got a hint of it, and took care that the guards should be doubled, and every precaution taken for the security of the Admiral and Prince. The plan was thus disappointed.

ARMY.

OFFICIAL.

SPECIAL ORDERS.

Aug. 18—Asst. Sur. J. C. Reynolds, relieved from duty in Indian Department, and ordered to Fort Gibson.

19—Surgeon H. S. Hawkins to New Orleans, for duty at that post.

Asst. Sur. C. McDougall, to Fort Brady, to relieve Asst. Sur. Porter.

Asst. Sur. J. J. B. Wright, to Fort Snelling, to relieve Asst. Sur. Emerson, who will repair to Jefferson Barracks and await further orders.

19—Asst. Sur. J. B. Porter, sick leave 3 months.

21—Capt. A. Mordecai, Ordnance, leave until Sept. 30.

The following officers temporarily assigned to Recruiting service, with directions to report to Col. Culler:

Captain George C. Hutter, 6th Infantry.
 Captain St. C. Denny, 5th Infantry.
 Lieut. Geo. C. Thomas, 4th artillery.
 Lieut. E. G. Mitchell, 1st Infantry.
 Lieut. S. Casey, 2d Infantry.
 Lieut. Geo. P. Field, 3d Infantry.
 Lieut. C. H. Larned, 4th Infantry.

PROMOTION.

July 22—Asst. Surgeon W. L. Wharton, to be Surgeon, vice Minis, resigned.

APPOINTMENTS.

July 29—W. S. King, Assistant Surgeon.
 Aug. 16—Woodburne Potter, 2d Lieut. 7th Infantry.
 17—James Monroe, 2d Lieut. 6th Infantry.

RESIGNATION.

L. D. Cabanne, 2d Lieutenant, 1st Infantry, Aug. 21.

GENERAL } HEAD QUARTERS OF THE ARMY,
 ORDERS, } ADJUTANT GENERAL'S OFFICE,
 No. 54. } Washington, Aug. 18, 1887.

The subjoined statement of the cost of Clothing and Equipage for the Army has been received from the War Department, and is published as a substitute for that contained in "General Order No. 26."

The prices set opposite to each article will govern in the settlement of the accounts of non-commissioned officers and soldiers:

STATEMENT of the cost of Clothing and Equipage for the Army of the United States, for the year 1887; with the allowances of Clothing to each Soldier during his enlistment, and his proportion for each year.

CLOTHING.	Drags		Arty.		Infy.		fr 3 ys.		
	\$	cts.	\$	cts.	\$	cts.	1	2	3
Uniform Cap	1	75	1	75	1	75	1	0	0
Tulip	-	16½	-	11	-	11	1	0	0
Cap Plate	-	28½	-	05	-	05	1	0	0
Band and Tassels	-	70	-	-	-	-	1	0	0
Number	-	-	-	04	-	04	1	0	0
Hair Plume	-	60	-	10	-	10	1	0	0
Cannon X	-	-	-	-	-	-	1	0	0
Bugle	-	-	-	-	-	10	1	0	0
Pompon	-	-	-	20	-	18	1	0	0
do. Non-Com. staff	-	-	-	37½	-	37½	1	0	0
Forage Cap	-	85	-	75	-	75	1	0	0
Letter	-	-	-	05	-	05	1	0	0
Coat, Sergeant Major's	7	56½	9	29½	8	49	1	1	0
Qr. Master Sergeants	7	56½	9	29½	8	49	1	1	0
Chief Musician's	-	900	-	-	-	1007	1	1	0
Sergeants (a)	-	613	-	685	-	640½	1	1	0
Musician's	-	751	-	811½	-	796	1	1	0
Corporal's & Private's	6	7¼	6	82	6	38	1	1	0
Epaulettes, Non-Com. staff	-	-	-	250	-	250	1	1	0
Sergeant's	-	-	-	100	-	100	1	1	0
Corporal's	-	-	-	100	-	100	1	1	0
Shoulder Straps	-	93	-	50	-	50	1	1	0
Aiguillette	-	175	-	175	-	175	1	0	0
Sash	-	195	-	225	-	225	1	0	0
Wool Jacket, Sergeant's	5	6¼	3	51	3	44	1	1	1
Private's	5	2½	3	51	3	44	1	1	1
Wool Overalls, Sergeant's	4	71½	3	35	3	32½	2	2	2
Private's	4	47½	3	05½	3	05½	2	2	2
Cotton Jacket, Sergeant's	1	11	1	03½	-	98½	1	1	1
Private's	-	99½	-	89½	-	84½	1	1	1
Cotton Overalls, Sergeants	1	29¼	-	80½	-	80½	3	3	3
Private's	1	14	-	69½	-	69½	3	3	3
Cotton Shirt, Sergeant's	-	66½	-	66½	-	66½	2	2	2
Private's	-	56½	-	56½	-	56½	2	2	2
Flannel Shirt	1	12½	1	12½	1	12½	2	2	2
Drawers, pair	-	56	-	56	-	56	2	0	1
Laced Boots, pair	-	162½	-	162	-	162½	3	3	3
Stockings, pair	-	35½	-	35½	-	35½	3	3	3
Leather Stock	-	13	-	13	-	13	1	0	0
Great Coat	11	96½	9	59	9	59	1	0	0
Fatigue Frock	-	85	-	-	-	-	1	0	0
Blanket	-	00	-	300	-	300	1	1	0
Knapsack	-	342	-	142	-	142	1	0	0
Haversack	-	126	-	26	-	26	1	0	0

STATEMENT—Continued.

EQUIPAGE.	Prices.	EQUIPAGE.	Prices
Marquee, complete	\$124 00	Spade - - -	\$- 62½
Hospital Tent	91 50	Hatchet - - -	- 43
Poles, set	1 50	Camp Kettle - -	1 00
Wall Tent	15 44	Iron Pot - - -	1 80
Fly - - -	6 50	Mess Pan - - -	- 40
Poles, set	2 00	Canteen, (wood)	
Common Tent	9 32	[complete	- 40
Poles, set	1 50	Canteen, (tin) do.	- 49
Nat. & Reg. col's set	85 00	Bed Sack, double	1 73½
Garrison Flag	41 76	single	1 40
Halliards, set	3 75	Horse Blanket	2 90
Recruiting Flag	7 00	Nose Bag	1 00
Guidon (for Drag's)	9 00	Brush - - -	- 40
Drum, complete	6 62½	Iron Comb	- 12½
Head batter	1 00	Saddle, complete	14 00
Snare - - -	- 50	Crupper, - - -	37½
Sling - - -	- 45	Stirrup leath's, pr.	62½
Sticks, pair	- 75	Girth - - -	- 45
Cord - - -	- 25	Sursingle - - -	68½
Snares, set	- 50	Saddle Bags	4 75
Fife - - -	- 25	Pad and Coat Straps	1 00
Bugle, with extra		Bridle, complete	5 00
mouth-piece	4 50	Martingale - -	1 00
Trumpet - - -	6 00	Chain Halter	1 75
Bass Drum - -	18 00	Spurs, pair - -	1 50
Axe - - -	1 25	Curry Comb - -	- 17

* Artillery and Infantry (not Drags. and Ord'ce) allowed coats the 2d year.

† Dragoons and Ordnance (not Artillery and Infantry) allowed wool jackets the third year.

(a) Ordnance Sergeant's and private's coats, &c., same price as those of Artillery.

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING IN CHIEF:

ROGER JONES, *Adj't. Gen.*

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
 No. 52. } Washington, Aug. 16, 1887.

I. To ensure the supply of clothing to the troops in Florida, two principal Depots for that purpose will be established, one at Tampa Bay, and one at Jacksonville, to each of which the Commanding General will assign an officer, who will be exclusively engaged in superintending it.

II. To meet the exigencies of the service, such other clothing depots, as in the opinion of the Commanding General in Florida may be necessary, will be established in the interior, each to be under the superintendence of a suitable officer, whose duty it shall be to issue to the Commandants of companies and detachments such clothing and camp equipage as the wants of the men and the service, from time to time, may require. These interior depots will be supplied from the principal depots at Tampa and Jacksonville, whose superintendents will also issue on the requisition of Company Commanders.

III. The allowance of boots for each soldier serving in Florida will be increased to as many pair as may be found absolutely necessary, not to exceed six pair per annum.

IV. The Commanding General in Florida will institute a "Board of Survey," to report on the state of the clothing now in charge of the Quartermaster's Department in Florida, with a view to its final disposition; that fit for issue, with the exception of dress caps, coats, and trimmings, will be sent to the depot at Jacksonville. The articles excepted will be ordered to Philadelphia for re-issue; and the clothing unfit for issue will be disposed of by the Quartermaster's Department, in the usual manner in like cases.

BY ORDER OF MAJOR GEN. MACOMB:

ROGER JONES,
Adjutant General.

ENGINEER ORDER, } ENGINEER DEPARTMENT,
No. 5. } Washington, August 18, 1837.

Lieut. F. A. Smith, of the Corps of Engineers, is hereby relieved from duty at the Delaware Breakwater, and is attached to this Department as Assistant Engineer.—He will report accordingly as soon as practicable.

C. GRATIOT,
Chief Engineer.

NAVY.

ORDERS.

Aug. 16—P. Asst. Sur. W. J. Powell, Hospital, Boston, Lieut. Joel Abbot, to command of brig Dolphin, on the coast of Brazil, to take passage in the ship Lexington.

18—Passed Asst. Sur. H. L. Morson, Navy Yard, Pensacola, to relieve Asst. Sur. H. S. Renolds.

P. Mid. Charles Hunter, Brazilian squadron. Passed Mid. J. H. Hartstene, master of brig Consort.

P. Mid. B. M. Dove, master of schr. Pilot.

19—P. Mid. A. S. Baldwin, master of ship Ontario.

VESSELS REPORTED.

Ship Vandalia, Capt. Crabb, was at Vera Cruz, July 23—all well.

Frigate United States was at Lisbon, June 22, for Western Islands in a few days.

Ship Independence, Commo. Nicholson, was to sail for Cronstadt on the 10th July.

The U. S. sloop of war Lexington sailed from Boston on Sunday last, for the Pacific. The following is a list of officers.

Commander, John H. Clack; Lieutenants, Edward B. Boutwell, J. J. Glasson, B. Shepard; Wm. C. Chaplin; Surgeon, Henry S. Coulter; Purser, W. P. Zantzing; Passed Midshipmen, B. F. Shattuck, J. L. Parker, J. H. Sherburne; Assistant Surgeon, S. W. Kellog; Midshipmen, J. B. Randolph, T. K. Perlee, P. C. Van Wyck, C. Weston, W. B. Douglas; Capt's. Clerk, C. Portenshie; Gunner, — Burton; Boatswain, John Ball; Carpenter, Patrick Dee.

Ship Fairfield, Com'r. Mayo, arrived at Rio, July 3. The ship Erie, Commo. Renshaw, would sail from Rio in a few days.

List of officers on board the U. S. ship Ontario, at New York, ready for sea, and bound to Pensacola.

SAMUEL L. BREESE, Esq., Commander; Lieutenants, Samuel Barron, N. W. Duke, A. B. Fairfax, H. M. Houston; Acting Master, Henry French; Purser, Joseph Bryan; Surgeon, A. G. Gambrill; Assistant Surgeon, E. J. Rutter; Passed Midshipmen, Thomas T. Hunter, and Wm. S. Smith; Midshipmen, Wm. M. E. Adams, B. F. Anderson, Wm. H. Macomb, Edward A. Barnett, Wm. E. Newton, C. R. Howard, Lewis M. Wilkins, John M. B. Clitz, Washington Reid, H. P. Robertson, W. W. Polk, J. Norvell, John S. Neville, Tillotson; Boatswain, Robert H. O'Neal; Gunner, Elisha Whitten; Carpenter, John Cahill; Sailmaker, J. F. Tatem; Captain's Clerk, Charles Francis, jr.; Purser's Clerk, Benjamin F. Ferris.

DEATH.

In Charleston, on the 12th inst., JONATHAN PRES-COTT, Esq. of Mass. and late of the U. S. army.

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE }
Washington, July 1, 1837. }

SEPARATE PROPOSALS will be received at this office until the second day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:

At New Orleans.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
80 bushels of good clean dry Salt.

At the public landing, six miles from Fort Towson, mouth of the Chiemichi.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered in all the month of April, 1838, and to leave Natchitoches by 20th February, 1838.

At Fort Coffee, ten miles above Fort Smith, Arkansas.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

The whole to be delivered in all the month of May, 1838.

At St. Louis, Missouri.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

At Fort Crawford, Prairie du Chien, Mississippi river.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Snelling, St. Peters.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 15th June, 1838.

At Fort Winnebago, on the Fox river, at the portage of the Fox and Ouisconsin rivers.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Howard, Green Bay.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Brady, Sauli de Ste. Marie.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st of June, 1838.

At Hancock Barracks, Houlton, Maine.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered in December, 1837, and January and February, 1838.

At New York.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

At Baltimore.

120 barrels of Pork
240 barrels of fresh superfine Flour

110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

NOTE.—all bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1838, and 1st March, 1839.

The hogs, of which the pork is packed, to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears, and snout.

Side pieces may be substituted for the hams.

The pork is to be carefully packed with Turk's Island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak, or white ash barrels, full hooped. The beans in water-tight barrels; and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peter's must pass St. Louis, for their ultimate destination, by the 15th April, 1838. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase, to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such storehouses as may be designated by the agent of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract; and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty days' previous notice.

Bidders not heretofore contractors are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government; otherwise their proposals will not be acted on.

Advances cannot be made in any case, and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing army subsistence."

July 6—1820.

GEO. GIBSON, C. G. S.

NAVY SLOP CLOTHING FOR THE YEAR 1838.

NAVY COMMISSIONERS' OFFICE, }
July 22, 1837. }

SEALD PROPOSALS, endorsed "Proposals for Slop Clothing," will be received at this office until three o'clock, p. m. of the first of September next, for furnishing and delivering at each of the navy yards at Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, the following articles, viz:

600 pea jackets, 1,600 blue cloth jackets, 2,000 pairs blue cloth trowsers, 2,000 duck frocks, 1,600 duck trowsers, 2,000 white flannel shirts, 2,000 white flannel long drawers, 2,500 black silk neck handkerchiefs, 2,000 pairs sewed leather shoes, 1,600 pairs of woollen stockings, 2,000 pairs woollen socks.

All the articles are to be fully equal in quality and workmanship to the samples which are deposited at all the different navy yards, and at Baltimore. Schedules showing the sizes of the pea and other jackets, trowsers, drawers, frocks, and shirts, and the numbers which will be required of each size, are also deposited at each of the said navy yards, and at Baltimore, for the information of persons who may wish to make proposals.

All the said articles of Slop Clothing must be subjected to such inspection and survey as the Commissioners of the Navy shall direct, by instructions to the commanding officers of the respective navy yards of delivery, and no portion of the said Slop Clothing will be received that is not fully equal to the standard samples or pat-

terns, and does not conform in all other respects to the stipulations and provisions of the contracts to be made.

The prices to be asked for the several denominations of articles enumerated, must be mean or average prices, without regard to the sizes, and must be calculated to cover every expense attending the fulfilment of the contracts until the articles have passed inspection, been approved, and received, including the necessary metal naval buttons.

Bonds in one-third the amount of the respective contracts will be required, and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts, which will, on no account, be paid until the contracts are complied with in all respects; and is to be forfeited to the use and benefit of the United States, in the event of failures to complete the deliveries within the prescribed periods. After deducting ten per centum, payment will be made by the United States within thirty days after the said Slop Clothing shall have been inspected and received, and bills for the same, approved by the commandants of the respective navy yards, according to the terms of the contracts.

The silk handkerchiefs must be fully equal to the samples in size, quality, and weight. The stockings, socks, and shoes must be of assorted sizes, and at least four-fifths of the whole quantity of each must be larger than the samples.

The whole must be delivered in good, tight, substantial, and dry packing-boxes or hogsheads, and in good shipping order, at the expense of the contractors.

The proposals must be made separately for the shoes, for the stockings and socks, and for the other articles; and they must be made separately, also, for the quantities deliverable at each navy yard, as distinct contracts will be made for each.

One-fourth of the quantity of each article for each navy yard must be delivered on or before the first day of January, 1838. One-fourth on or before the first day of March, 1838. And the remainder on or before the first day of May, 1838, or as much earlier as the contractors may prefer.

Persons making offers, must stipulate specifically that they will furnish, under the contracts to be made, any additional quantity of any of the kinds and descriptions of articles embraced in their respective proposals, which the Commissioners of the Navy may require within the year 1838, not to exceed *one-half* the quantities and descriptions named in this advertisement, upon their receiving sixty days' notice to that effect.

July 27—td

BEEF AND PORK FOR THE YEAR 1838.

NAVY COMMISSIONERS' OFFICE, }
JULY 20, 1837. }

SEALD OFFERS, endorsed "Offers for Beef," or "Offers for Pork," as the case may be, will be received at this office, until 3 o'clock, P. M., of the 31st of August next, for furnishing and delivering, free of all cost and charge to the United States, 5,000 barrels of Navy Beef, and 5,000 barrels of Navy Pork, each barrel to contain 200 pounds of nett weight of beef or of pork; 1,000 barrels of the beef, and 1,000 barrels of the pork, must be delivered at the Navy Yard, Charleston, Massachusetts; 2,000 barrels of the beef, and 2,000 barrels of the pork, must be delivered at the Navy Yard, Brooklyn, New York; and 2,000 barrels of the beef, and 2,000 barrels of the pork, must be delivered at the Navy Yard, Gosport, Virginia—all to be delivered between the 15th March and 15th May, 1838.

The beef must be packed from well-fattened cattle, weighing not less than six hundred pounds nett weight; all the legs and leg rounds of the hind-quarters, and the clods, neck, or sticking pieces, shins, and cheeks of the fore-quarters, must be wholly excluded from the barrel; and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The pork must be corn-fed and well-fattened; all the skulls, feet, and hind-legs entire, must be excluded from the barrel; and the remainder of the hog must be cut in pieces weighing not less than six pounds each; not more than three shoulder pieces, and one jowl and a half, or the jowls of a hog and a half, shall be allowed to a barrel.

The whole quantity of the said beef and pork must be

slaughtered between the dates of the acceptance of the respective offers and the periods of delivery; must be thoroughly salted, or struck with the best quality, clean, coarse, Turk's Island, Isle of May, or St. Ubes salt, and no other; and after remaining a sufficient time for the salt to penetrate the meat in the most thorough manner it is to be packed with a sufficient quantity of the same quality of salt, and five ounces of pure saltpetre pulverized. The salt used in striking must be carefully separated from the pieces, and the pieces must be drained, or placed on inclined boards, and suffered to remain in that stated for some time before the pieces are put in the barrel.

The barrels must be made of the best seasoned heart of white oak, free from sap wood, and the staves must be at least three-fourths of an inch thick, and not more than four inches wide; they must be fully and substantially hooped and nailed, at the expense of the respective contractors. Each barrel must be branded on its head, "Navy Beef," or "Navy Pork," as the case may be, with the "contractor's name," and the "year when packed."

The beef and the pork will be inspected by the inspecting officers at the respective navy yards, and by some "sworn inspectors of salt provisions," who will be selected by the respective commanding officers; but their charges for such inspection must be paid by the respective contractors, who must likewise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective yards, after the inspections, and at their own expense.

Bidders must specify their prices separately and distinctly in separate offers for the beef and for the pork, and for each of the places of delivery, covering all their expenses and charges. The names and residences of the sureties offered must be specified, and sufficient and competent evidence of the willingness of the individuals named to become sureties; and their responsibility as such must be furnished, and must accompany the respective offers.

Bonds in one-third the amount of the respective contracts will be required; and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts; which will, on no account, be paid until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the said beef and pork shall have been inspected and received, and bills for the same approved by the commandants of the respective navy yards, according to the terms of the contracts.

The parts of the beef to be excluded from the barrel are particularly designated in the engravings to be attached to the contracts. Persons interested, who have not heretofore seen engravings, can obtain them on application at this office. July 27—t31A.

LIVE OAK TIMBER.

NAVY COMMISSIONERS' OFFICE, }
JULY, 22, 1837. }

SEALED PROPOSALS will be received at this office until 3 o'clock, P. M. of the 2d September next, for the supply of Live Oak Timber as follows:

CLASS No. 1.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, first class, and one sloop of war, large class; to be delivered at the navy yard, near Portsmouth, N. H.

CLASS No. 2.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one sloop of war, small class, and one smaller vessel; to be delivered at the navy yard, near Portsmouth, N. H.

CLASS No. 3.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, first class, and one steamer, to be delivered at the navy yard, Charlestown, Massachusetts.

CLASS No. 4.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for two steamers, two sloops of war, small class, and one smaller vessel, to be delivered at the navy yard, Philadelphia.

CLASS No. 5.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one sloop of war, small class, and for the

deficient timber for a frame of one sloop of war, large class, about 5,000 feet, to be delivered at the navy yard, Washington, District of Columbia.

The quantities and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For the ship of the line, 6,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet in length; six of the longest pieces to side 22 inches.

For each frigate, 3,000 cubic feet, which must be sided fifteen inches, and be from twelve to twenty feet long; six of the longest pieces to side nineteen inches.

For each sloop of war, 1,500 cubic feet, which must be sided twelve inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each steamer, 1,500 cubic feet, which must be sided fifteen inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each small vessel, 800 cubic feet, which must be sided eight inches, and be from ten to sixteen feet long; six of the longest pieces to side twelve and a half inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast-thocks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated separately for each and every class of vessels embraced in the offer, and for the promiscuous timber of each class separately from the other; all of which other is considered moulded timber.

Of classes numbers one and three, at least one-fourth of the whole quantity of timber, comprising a fair proportion of the most valuable pieces, must be delivered on or before the last day of March, 1839; one-half of the remainder on or before the last day of March, 1840; and the whole on or before the last day of March, 1841. And of classes number two, number four, and number five, one-half must be delivered on or before the last day of March, 1838, and the whole on or before the last day of March, 1839. And if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract, in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost, and other damages, which may be incurred.

The said Live Oak Timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c. which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good quality of the said timber, for the purposes for which it is required by contract and be in all respects satisfactory to the commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties, in the amount of one-third of the estimated value of the timber to be furnished under the respective contracts, will be required; and as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, within thirty days after bills shall be duly approved and presented to the navy agent, until the said contracts are completed and closed; which reservations respectively will be forfeited to the use and benefit of the United States in the event of failures to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the navy yards, Brooklyn, Gosport, or Philadelphia. July 27—td.

JOHN SMITH--MERCHANT TAILOR, (LATE OF WEST POINT.)

RESPECTFULLY begs leave to return thanks to the Officers of the U. S. Army for their liberal patronage, and to inform them that he has changed his place of business to 163 Pearl Street, New York, where he hopes, from his long experience and unremitted exertions, a continuation of their favors.

N. B. Orders forwarded with despatch. Jy 1—ly